



UNITED STATES ATLANTIC FLEET

FF4-10/tmt

5720

Ser: 09/01004

15 DEC 1962

**DECLASSIFIED**

Declassified upon removal of enclosures (s) and (4).

From: Commander Cruiser-Destroyer Force, U. S. Atlantic Fleet

To: Commander in Chief, U. S. Atlantic Fleet

Subj: Documentation of Cuban Operations

Ref: (a) CINCLANTFLT msg 062210Z NOV 1962

(CRIG: *TC*)

- Encl: (1) Unclassified summary of COMUSCIBLANT actions during Cuban Operations  
(2) Table of Task Force assignments for ships of COMUSCIBLANT on 15 November 1962  
(3) Two photographs of destroyer piers at Newport, R.I.  
(4) Summary of items of documentary or human interest material extracted from reports submitted by ships of COMUSCIBLANT engaged in Cuban Operations

1. Enclosures (1) through (4) containing material in documentation of Cuban Operations is submitted as directed by reference (a).

D. E. WILLMAN  
Chief of Staff

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88- U.S.N. 0390

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Summary of Actions by Commander Cruiser-Destroyer Force, U. S.  
Atlantic Fleet in Cuban crisis

On 20 October 1962, the ships of the Cruiser-Destroyer Force, U.S. Atlantic Fleet were located as follows:

The cruisers BOSTON and SPRINGFIELD, 16 destroyers of Squadrons 8, 10 and 14 and the destroyer tender ANCHER were with the Sixth Fleet in the Mediterranean. The destroyers WILLIAM and JAMES were in the Indian Ocean area as part of the Middle-East Force. The destroyer tender CHASE was in mid-Atlantic returning home to Newport, R.I., after a four-month tour in the Mediterranean.

The radar picket destroyer escorts MILLS, JACK, ROY O. ANDERSON and T. J. GALT were either on station or transiting to or from stations in the air defense barrier systems.

The destroyer MULLINIX and the destroyer escort LESTER were engaged in ASW exercises with Chilean naval units off the west coast of South America as participants in UNIFAS III.

The ships of Destroyer Squadron 28 plus the LORRY were conducting ASW training as part of a Hunter-Killer Group in the Eastern Atlantic.

The command ship NORTHAMPTON was at sea in the Virginia Capes area.

South, at Guantanamo Bay, the MANLEY, NORFOLK and BROUGH were undergoing refresher training while the ROBERT L. WILSON, BORDEN and DAMATO were conducting type training in the Guantanamo Operating areas.

The remaining ships of the Cruiser-Destroyer Force were in various parts along the East Coast. Some were in shipyards for regular overhauls or FRAM conversions. Others in shorter shipyard periods for restricted or interim availabilities.

Some were alongside tenders in their homeports receiving repairs. The ships of Destroyer Squadron 16 were at Mayport in a tender availability and a leave and upkeep period having returned on 3 October from a seven month tour in the Mediterranean. The CHARLES R. WARE and HARWOOD's return had been later on the 12th of October since they had escorted INDEPENDENCE home from the Sixth Fleet.

The GEARING was also in Mayport having made a stop while enroute to Key West for ASROC trials. She had just completed a FRAM overhaul in Boston.

Destroyers of Squadron 22 were making preparations for an interim shipyard availability. Some had machinery and equipment disassembled

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and all ammunition removed and because of the threat of hurricane ELLA most of the ships had been moved from the destroyer piers to the Norfolk Shipyard.

The EUGENE A. ROSEN had been granted a waiver to enable her to steam to the shipyard after being found unsafe for sea as a result of an inspection by the Board of Inspection and Survey.

Destroyer Squadron 20 and 24 were enjoying the last days of a week of upkeep prior to departing for scheduled type training and new exercises. Two ships, the OLIVOFF and DALLAS were preparing for Navy day visits to Providence, R.I., and Bridgeport, Conn.

The destroyers of Squadrons 6, 8, and 18 were a part of the Destroyer group participating in RILBILLEX - 62. Other ships at sea and available for immediate assignments were the CHARLES F. ADAMS and WALLACE L. LIND. The ADAMS was enroute to the Caribbean area with the students of the SM School for training. The students were off loaded at Roosevelt Roads and distributed to other ships engaged in the quarantine operations. The WALLACE L. LIND was underway for Key West to provide services for the Fleet Sonar School.

Early in the afternoon of 20 October, Force Headquarters was informed that operational commanders had directed that units at Norfolk, Charleston and Mayport prepare for extended operations at sea and be ready to sail as soon as possible.

The Staff watch section was augmented and a 24-hour watch was established in the OPGCN Center. Immediate action was undertaken to restore ships to a ready for sea status regardless of the state of overhaul or availability. On-file financial plans, and procurement of vital deficiency parts was initiated on an emergency basis. Shore based supply points were contacted concerning stock status and positioning of critical material. Ships on stand-by status were assisted in last minute procurements by Staff Supply Representatives.

By Tuesday, 23 October, 52 ships at sea were committed to Cuban operations, while 12 were on four-hour call and eight more destroyers were on a 24-hour availability. Thorough studies of all phases of upkeep, training, support and rotation proposals were underway to enable CONCRUDESPLAN to make recommendations and advise Task Force Operational Commanders.

The tender GRAND CANYON departed Newport on 29 October for support operations at San Juan, Puerto Rico. Stopping at Norfolk on the way, GRAND CANYON embarked CONCRUDESPLAN 12 to function as type commander's representative in the Caribbean area. Upon arrival in San Juan on 4 November, tender support was provided to CRUDESPLAN ships and to the ships provided by the member nations of the Organization of American States in support of the quarantine operations.

Arrangements were made with COMTRALANT to conduct refresher  
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ENCLOSURE (1)

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training for ships completing regular overhauls in the Norfolk area rather than in Guantanamo Bay area.

By 3 November, COMUSJANT had two cruisers, 72 destroyers and eight destroyer escorts committed to Cuban operations.

The tender USS HILL departed Newport for Norfolk on 7 November. At Norfolk, USS HILL embarked critical cargo and straggler personnel for units in the quarantine area and proceeded to Kingston, Jamaica. Enroute, rendezvous were made with units of Task Force 136 and 135 and a total of 350 personnel were transferred. USS HILL arrived and began tender services at Kingston on 12 November.

With concurrence of COMFIVE and COMUSJANTCOM, the USS BEARSS, a reserve training program group I destroyer with a reduced crew, departed Norfolk on 4 November for transfer of personnel and critical cargo to COMUSJANT units in the Cuban operations. Bearss made several rendezvous with ships along the quarantine line to transfer cargo and personnel then continued to San Juan then to Guantanamo to transfer personnel and cargo before returning to Norfolk on 15 November. During the cruise, a total of 402 men were transferred to and from 36 ships involved in the quarantine by the BEARSS.

In mid-November Cruiser-Destroyer Force participation in the Cuban Quarantine Operations reached the high point. The Force potential was 93 destroyers, 22 destroyer escorts, 2 cruisers and 6 destroyer tenders that were available for operational assignments.

82 Destroyers, 16 destroyer escorts, the 2 cruisers and all 6 destroyer tenders were engaged in support of the other force ships engaged in the current operations. Two of the tenders were deployed to the Caribbean area. A rotation of units from on the line to tender availability, upkeep or rest had been established. With this rotation unit integrity of the division/squadron grouping was being reestablished.

Units returning to CONUS ports were debriefed and staff solutions were obtained for problems or deficiencies in personnel, material or maintenance areas.

The quarantine operations were discontinued on 20 November and ships for the most part were released to return to normal operations. Some ships based at Mayport, Charleston, and Norfolk were home for the Thanksgiving Holidays and most of those deployed for operations had returned to their homeports within the following week.

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# Cruiser-Destroyer Force Participation in Quarantine Operations

2400Z 13 NOV 1962

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<u>FORCE</u>	<u>ON LINE</u>	<u>OFF LINE TAV/REST</u>	<u>HOME PORT TAV/UPK</u>	<u>TOTAL</u>
TG 81.0	NONE	NCNE	1 DD/5 DE(TVT)	1 DD/5 DE
TF 83	13 DD	1 DD	8 DD	22 DD
TG 84.9 PLUS 81.7	6 DD/2 DE	NONE	NONE	6 DD/2 DE
TF 128	7 DD/3 DE	2 DD	NONE	9 DD/3 DE
TF 135	10 DD	4 DD	NONE	14 DD
TF 136	15 DD/1 CA	6 DD	1 DD/1 CA	22 DD/2 CA
TF 137	1 DD	NONE	NONE	1 DD
CONKWESTFOR	3 DD/3 DE	1 DD/1 DE	1 DD	5 DD/4 DE
LEX R/D	2 DD	NONE	NONE	2 DD

ABOVE TOTALS 82 DD/14 DE PARTICIPATING QUARANTINE OPS PLUS CALCATERRA BEING RELIEVED BY R. O. HALE.  
TOTAL POTENTIAL 93 DD/22 DE.

## UNITS OTHERWISE EMPLOYED:

SIXTH FLEET 18

NEW CONST SQT 3

OPTVEFOR 2

FRAM 10

POST FRAM 6

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DDO DIR 5200.10

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ENCLOSURE (2)

...PAMLA then proceeded to crowd KAPLEA to that it indicated a desire to move KAPLEA to a greater distance. This was countered by KAPLEA by way of shifting station to the port quarter of C-13. PAMLA immediately shifted too, and repeated her crowding tactics. After several shifts from port to starboard quarters PAMLA gave up and allowed KAPLEA to maintain a 1500 yard station on PAMLA and 2500 to 3000 yard station on C-18...

"Well after daylight, PAMLA was positively identified by the old names on the hull, painted over, but still legible.

"Close below the normal waterline of the PAMLA, her bow is angled similarly as for ice breaking capability, and below the continuous counter of her stern was a large (approximately 30") circular closed hole that may well be used for a towing cable but also would be convenient for mine laying or a refueling hose.

"KAPLEA had operated this entire time (22 October-23 November) without equipment failure, but did experience underwater hull cracks during and after heavy weather that was encountered enroute to homeport.

USS W. L. LIND ltr ser 070 of 17 November 1962 CONFIDENTIAL

3 November 1962, Steaming in Eastern Sector Mine Support area of U. S. Naval Base, Guantanamo Bay, Cuba. 0730 - sighted and conducted surveillance of Cuban freighter LAS VILLAS.

4 November 1962, 0800 - Escorted two Cuban sailing trawlers, carrying cargo, through the defensive sea area.

7 November 1962, 1400 - Investigated Cuban sailing trawler carrying cargo.

USS W. A. LEE ltr ser 0108 of 7 December 1962 CONFIDENTIAL

At 111430Q 11 November, while enroute to patrol area, LEE intercepted USSR freighter ALMETVEVSK, on course 065, speed 16. A helicopter from WASP was overhead and had photographed the freighter. ALMETVEVSK carried a deck cargo of military vehicles. The ship was reported to CTF 136 and continued to patrol area.

13 November, 1718 hours, LEE directed to proceed to intercept USS Freighter ATKARSK being trailed by USS NORRIS.

14 November, 1820Q, made rendezvous with NORRIS and took up trailing the Soviet freighter from a position about 7 miles astern. Two other contacts were noted in the same area proceeding on the same general track. Reported to CTF 136.

15 November, 1350Q, LEE arrived alongside ATKARSK, 300 feet to starboard and spoke the freighter by light. Ship reported she was bound for Havana with a cargo of flour, wine and macaroni. Completed investigation at 1417Q and dropped astern to the trail position. Joined by USS McCaffery at 0800Q 16 November. Broke off trail at 0820 to establish patrol in vicinity of station #6.

Enclosure (4) to COMCRUDESANT serial 01004

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ENCLOSURE (4)  
CONFIDENTIAL

17 November, 1962, intended to be used to detect the Soviet freighter ANDRIY BLISK bound for Havana. This merchantman refused to specify type of cargo aboard. The remainder of the day was uneventful.

USS FOLLOWSTONE (AD-27) ltr ser 2567 of 3 December 1962-UNCLASSIFIED

During November, FOLLOWSTONE completed 650 repair jobs for 63 submarines, 1 submarine, 12 destroyers, and 12 other ships.

Received and processed approximately 750 transients, mostly stragglers, from destroyer type ships during the month.

USS FOLLOWSTONE ltr ser 271-02 of 22 November 1962-UNCLASSIFIED

HALOY, on exercises in Long Island Sound on 5 November, was ordered back to homeport of New London, Conn. Arrived at pier at 1400R, was given verbal orders to sail to Sayport at 1316R, to leave pier at 1700R. Full and complete cooperation of HALOY's crew, with a little outside help made it possible.

One man, on emergency leave in Hartford, Conn., returned to the ship with the help of the Connecticut State Police. A relay of three patrolmen, sometimes reaching speeds of 120 mph, deposited the man on the pier just one minute before the gangway was hauled up..

USS CONARY ltr ser 030 of 13 November 1962 CONFIDENTIAL

(Random personal views of crewmembers)

Torpedoman Seaman: "...Throughout our ASW patrolling, we often wondered if all our work was being done in vain, but, finding contacts with, and surfacing a Russian submarine, we finally got to see what our job really was. Therefore, the surfacing of the Russian submarine was the highlight to all our ASW training and operations."

USS CONARY ltr ser 052 of 9 November 1962 CONFIDENTIAL

..."On 27 October at 1634, gained sonar contact and went to battle stations, unsure of what to expect... The contact was solid and we were able to maintain contact and an accurate plot of its movements with little difficulty. The contact was classified "possible submarine." After an hour of continuous contact with MAD verification by the S2F's, the contact was classified "probable submarine." Two more hours passed with constant contact and no response to international identification requests... At 2140 the submarine came to the surface and started his diesel engines, apparently unable to remain submerged on battery power any longer.

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Enclosure (4) to COMUSMACV serial

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ENCLOSURE (4)

DATED

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"Although he was flying the "steaming colors" of the Soviet Union, he identified himself by flashing light signals in international Morse Code only as "USSR KOMSBLX" which simply means "USSR SHIP X." He appeared to be greatly embarrassed at having lost the game of cat and mouse between surface ship and submarine...

"CONY came up a beam, the Commanding Officer showed and matched the submarine's speed. ...CAPTAIN MORGAN turned the conn over to the Executive Officer, the Operations Officer and Engineering Officer for short periods so that each could rightfully claim that he was one of the few U. S. Naval Officers who had had the conn alongside a Russian Submarine. At 0000, 28 November, the destroyers were still circling the submarine. What a fitting way to celebrate Navy Day!

Submarine S. SCOTCH TAPE and Commander JOSEPH P. KENNEDY ltr ser 635  
UNCLASSIFIED

"One of the first merchant ships ordered intercepted was the Lebanese ship MAUSOLA under charter to the USSR. USS JOHN A. PIERCE was assigned the task of locating and intercepting this ship. PIERCE carried out this assignment with alertness and dispatch. USS JOSEPH P. KENNEDY, JR., with COMDESDIV 102 embarked was order to join.

"...On October 26, the order was given by higher authority to board the MAUSOLA.

"The Boarding Party which included the Executive Officers of the PIERCE and KENNEDY comported itself with military professionalism while yet retaining a courteous and friendly demeanor."

USS NORFOLK Press Release No. 11-10-62 of 10 November 1962 UNCLASSIFIED

"The first intercept by a U. S. ship of a Russian merchantman carrying missiles from Cuban bases was made on the morning of 9 November 1962 when USS NORFOLK (DL-1) detected the LENINSKY KOMSOMOL standing out of the port of Casilda on Cuba's south central coast.

"...NORFOLK's interpreter informed KOMSOMOL of the U. S.-Russian agreement to permit photography on deck cargo. The Soviet ship's master was further requested to uncover his missiles for full inspection.

"...he agreed to uncover only the ends of two missiles... pending further instructions from his government.

"...about 6 hours later KOMSOMOL was observed removing the tarpaulins from all eight of her missiles."

USS BARRY ltr ser 068 of 10 November 1962 CONFIDENTIAL

"At 090411Z November, BARRY was detached from ESSEX and directed to proceed to intercept and examine Soviet merchant ship METALLURG ANOSOV, designated SCOTCH TAPE SIX. The purpose...to determine whether or not ANOSOV was transporting missiles out of Cuba.



At 092500Z, BARRY closed in within 100 yards of AMOSOV and confirmed the identification by illuminating the starboard quarter and bow whereon the ship's name and port of registry were painted.

At 092540Z, AMOSOV was advised by flashing light that his government had agreed to uncover missiles and that BARRY would close him at first light the following morning to examine his deck cargo.

"At 101100Z, BARRY closed the starboard side of AMOSOV to a range of 300 yards. AMOSOV was instructed to uncover the missiles. About a six foot section of each of two missiles was uncovered, exposing rubberized covering around the missiles."

333 FC 33 ltr ser 527 of 21 November 1962 UNCLASSIFIED

An emergency recall of the ship's crew from the U.S. Coast Guard on 20 October brought several men back in civilian clothes--in violation of Navy regulations, but in true destroyerman tradition, nothing was said about it due to the situation and the men were allowed to keep the clothes aboard.

While participating in the Cuban operations on 23 October, a lookout spotted a small boat with four men in it. On closer inspection and using C.A. Rivera, BM3 as interpreter, it was learned that they had been at sea for two days and three nights, virtually without food. In this time they had rowed the 12-foot rowboat 76 miles in an attempt to escape from Cuba to the U.S.

They were brought aboard, given medical attention, fed, and put to bed for much needed rest. Later, in their conversation, the dominant theme was their long desire to escape from the bad conditions of Cuba. In fact, they stated that they preferred being eaten by sharks to going back to Cuba.

A.U. S. Coast Guard Cutter was summoned to transfer the men to port. As a parting gesture, each man was given a good set of civilian clothes -- those same clothes that were illegally worn aboard just as the ship sailed on her important mission. In addition, a hat was passed and a generous money gift was also presented to each man.

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ENCLOSURE (4)

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